

Set	Items	Description
S1	21	AU=(ARNE J? OR ARNE, J?)
S2	806862	(VEHICL? OR LORRY OR LORRIES OR TRUCK? OR AUTOMOBILE? OR C- AR OR CARS)/TI
S3	284877	(EXTENSION OR EXTEND? OR EXPAND? OR EXPANSION OR ENLARG?)/- TI
S4	19684	DUMP?
S5	2	S1 AND S2
S6	114	S2 AND S3 AND S4
S7	2782	IC=B62D-021/00
S8	1889	S2 (2N) S3
S9	8	S8 AND S7

? show file

File 344:Chinese Patents Abs Aug 1985-2003/Mar

(c) 2003 European Patent Office

File 347:JAPIO Oct 1976-2003/May(Updated 030902)

(c) 2003 JPO & JAPIO

File 350:Derwent WPIX 1963-2003/UD,UM &UP=200357

(c) 2003 Thomson Derwent

File 371:French Patents 1961-2002/BOPI 200209

(c) 2002 INPI. All rts. reserv.

7/3,K/1 (Item 1 from file: 8)
DIALOG(R)File 8:EI Compendex(R)
(c) 2003 Elsevier Eng. Info. Inc. All rts. reserv.

00301146 E.I. Monthly No: EI7305024993 E.I. Yearly No: EI73034640
Title: VCON 3006 TRUCK -- EXTENDING TIRE CAPACITY THROUGH INNOVATION.
Author: Petelski, Nick; Davis, Leo
Corporate Source: Peerless Manuf Co
Source: SAE Preprints n 730285 for Meet Sep 11-14 1972 11 p
Publication Year: 1972
CODEN: SEPPA8 ISSN: 0560-6160
Language: ENGLISH

Title: VCON 3006 TRUCK -- EXTENDING TIRE CAPACITY THROUGH INNOVATION.
Abstract: The world's largest mining end dump truck, the Vcon 3006, utilizes several innovations to raise vehicle performance limitations significantly and to...

7/3,K/2 (Item 1 from file: 63)
DIALOG(R)File 63:Transport Res(TRIS)
(c) fmt only 2003 Dialog Corp. All rts. reserv.

00812349 DA
TITLE: POWER DUMP EXPANDS USE OF PICKUP TRUCKS
AUTHOR(S): Cone, P
CORPORATE SOURCE: Cygnus Publishing, Incorporated, 1233 Janesville Avenue,
P.O. Box 803, Fort Atkinson, WI, 53538-0803,
JOURNAL: Pavement Vol: 16 Issue Number: 5 Pag: 3p
SUPPLEMENTAL NOTES: Page range: pp 30, 32, 34
PUBLICATION DATE: 20010600 PUBLICATION YEAR: 2001
LANGUAGE: English SUBFILE: HRIS (H)
ISSN: 10910158
AVAILABILITY: Cygnus Publishing, Incorporated; 1233 Janesville Avenue, P.O.
Box 803 ; Fort Atkinson; WI ; 53538-0803
ORDER NUMBER: N/A
PHOTOS: 3 Phot.

TITLE: POWER DUMP EXPANDS USE OF PICKUP TRUCKS
ABSTRACT: The Power Dump is a simple tool for hauling and dumping designed to enable contractors to expand the use of their existing equipment. The Power Dump was designed to slide in and bolt into the box of a full-sized, pickup truck turning it into a dump truck. A double acting hydraulic pump provides power up and power down pressure. The lift...

...the full length and available volume of the pickup truck box to be used.
The dumper is available in either steel or aluminum.
DESCRIPTORS: Pickup trucks; Dump trucks; Hydraulics; Steel; Aluminum; Hydraulic lifts

Set	Items	Description
S1	281	AU=(ARNE J? OR ARNE, J?)
S2	308786	(VEHICL? OR LORRY OR LORRIES OR TRUCK? OR AUTOMOBILE? OR C-AR OR CARS)/TI
S3	373536	(EXTENSION OR EXTEND? OR EXPAND? OR EXPANSION OR ENLARG?)/-TI
S4	45947	DUMP?
S5	524	S2 (3N) S3
S6	0	S1 AND S2
S7	2	S5 AND S4
S8	244	S3 AND S4
S9	0	S8 AND S1

? show file

File 2:INSPEC 1969-2003/Aug W5
(c) 2003 Institution of Electrical Engineers

File 6:NTIS 1964-2003/Sep W1
(c) 2003 NTIS, Intl Cpyrght All Rights Res

File 8:Ei Compendex(R) 1970-2003/Aug W5
(c) 2003 Elsevier Eng. Info. Inc.

File 25:Weldasearch 1966-2002/Mar
(c) 2003 TWI Ltd

File 34:SciSearch(R) Cited Ref Sci 1990-2003/Aug W5
(c) 2003 Inst for Sci Info

File 63:Transport Res(TRIS) 1970-2003/Aug
(c) fmt only 2003 Dialog Corp.

File 65:Inside Conferences 1993-2003/Aug W5
(c) 2003 BLDSC all rts. reserv.

File 81:MIRA - Motor Industry Research 2001-2003/Jul
(c) 2003 MIRA Ltd.

File 94:JICST-EPlus 1985-2003/Sep W1
(c) 2003 Japan Science and Tech Corp(JST)

File 95:TEME-Technology & Management 1989-2003/Aug W4
(c) 2003 FIZ TECHNIK

File 96:FLUIDEX 1972-2003/Aug
(c) 2003 Elsevier Science Ltd.

File 99:Wilson Appl. Sci & Tech Abs 1983-2003/Jul
(c) 2003 The HW Wilson Co.

File 103:Energy SciTec 1974-2003/Aug B2
(c) 2003 Contains copyrighted material

File 118:ICONDA-Intl Construction 1976-2003/Aug
(c) 2003 Fraunhofer-IRB

File 144:Pascal 1973-2003/Aug W5
(c) 2003 INIST/CNRS

File 292:GEOBASE(TM) 1980-2003/Aug
(c) 2003 Elsevier Science Ltd.

File 323:RAPRA Rubber & Plastics 1972-2003/Sep
(c) 2003 RAPRA Technology Ltd

File 434:SciSearch(R) Cited Ref Sci 1974-1989/Dec
(c) 1998 Inst for Sci Info

9/5/1 (Item 1 from file: 350)
DIALOG(R) File 350:Derwent WPIX
(c) 2003 Thomson Derwent. All rts. reserv.

015433221 **Image available**
WPI Acc No: 2003-495363/200347
XRPX Acc No: N03-393647

Motor vehicle suspension support structure for joining left and right suspension arms by first cross member extending along vehicle width direction and second cross member extending along width direction in rear of first cross member

Patent Assignee: ISUZU MOTORS LTD (ISUZ)
Inventor: KAWAHATA S; MATSUMOTO M
Number of Countries: 032 Number of Patents: 003
Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week
EP 1323622	A2	20030702	EP 200228640	A	20021220	200347 B
US 20030122337	A1	20030703	US 2002320424	A	20021217	200351
JP 2003182626	A	20030703	JP 2001392338	A	20011225	200352

Priority Applications (No Type Date): JP 2001392338 A 20011225

Patent Details:

Patent No	Kind	Lan	Pg	Main IPC	Filing Notes
EP 1323622	A2	E	15	B62D-021/11	
Designated States (Regional): AL AT BE BG CH CY CZ DE DK EE ES FI FR GB GR IE IT LI LT LU LV MC MK NL PT RO SE SI SK TR					
US 20030122337	A1			B62D-001/00	
JP 2003182626	A		8	B62D-021/00	

Abstract (Basic): EP 1323622 A2

NOVELTY - The structure has left and right (7) suspension arms that are joined to and supported by a first cross member (8) disposed so as to extend along the vehicle width direction and a second cross member (13) disposed so as to extend along the vehicle width direction in the rear of the first cross member.

DETAILED DESCRIPTION - The first cross member has a first intermediate part (9), and two first end parts that extend forward at an inclination to the vehicle body from both ends of the first intermediate part and are supported at the vehicle body side. The second cross member has a second intermediate part (14), and two second end parts that extend rearward at an inclination to the vehicle body from the both ends of the second intermediate part and are supported at the vehicle body side.

USE - For joining left and right suspension arms of motor vehicle by cross members.

ADVANTAGE - Cheap and lightweight suspension support structure that establishes rigidity without requiring partial reinforcement and with quality assembly.

DESCRIPTION OF DRAWING(S) - The drawing shows a plan view of the suspension support structure.

chassis side members (1)
brackets (2)
mounting plates (3)
suspension arm (7)
cross members (8,13)
intermediate parts (9,14)
pp; 15 DwgNo 1/9

Title Terms: MOTOR; VEHICLE; SUSPENSION; SUPPORT; STRUCTURE; JOIN; LEFT; RIGHT; SUSPENSION; ARM; FIRST; CROSS; MEMBER; EXTEND; VEHICLE; WIDTH; DIRECTION; SECOND; CROSS; MEMBER; EXTEND; WIDTH; DIRECTION; REAR; FIRST;

CROSS; MEMBER
Derwent Class: Q22
International Patent Class (Main): B62D-001/00; B62D-021/00 ; B62D-021/11
International Patent Class (Additional): B60G-007/00; B62D-025/20
File Segment: EngPI

9/5/2 (Item 2 from file: 350)
DIALOG(R) File 350:Derwent WPIX
(c) 2003 Thomson Derwent. All rts. reserv.

015414466 **Image available**
WPI Acc No: 2003-476606/200345
XRPX Acc No: N03-379705

Front section structure for motor vehicle , has extension member which
is formed so its front end s behind front end of compression set with
respect to vehicle length

Patent Assignee: NISSAN MOTOR CO LTD (NSMO)
Number of Countries: 001 Number of Patents: 001
Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week
JP 2003165462	A	20030610	JP 2001364938	A	20011129	200345 B

Priority Applications (No Type Date): JP 2001364938 A 20011129

Patent Details:

Patent No	Kind	Lan Pg	Main IPC	Filing Notes
JP 2003165462	A	16	B62D-021/15	

Abstract (Basic): JP 2003165462 A

NOVELTY - An extension member (38) has a front end surface (44) located behind the front end surface (45) of a compression set (30) along the vehicle length. A sub frame (21) is equipped with a frame side connection member (35) in which the end side of a mounting bracket (28) is connected. A frame main body (37) is positioned at the back of the frame side connection member.

USE - For motor vehicle.

ADVANTAGE - Absorbs a shock in the front section structure at the time of vehicle impact, without changing a dash panel. Prevents the deformation of the dash panel. Distributes the load impact to the frame main body and the mounting bracket.

DESCRIPTION OF DRAWING(S) - The figure shows the vehicle front structural outline.

Sub frame (21)
Mounting bracket (28)
Compression set (30)
Frame side connection member (35)
Frame main body (37)
Extension member (38)
Front end surface (44,45)
pp; 16 DwgNo 2/14

Title Terms: FRONT; SECTION; STRUCTURE; MOTOR; VEHICLE; EXTEND; MEMBER; FORMING; SO; FRONT; END; FRONT; END; COMPRESS; SET; RESPECT; VEHICLE; LENGTH

Derwent Class: Q22
International Patent Class (Main): B62D-021/15
International Patent Class (Additional): B62D-021/00 ; B62D-025/20
File Segment: EngPI

9/5/3 (Item 3 from file: 350)
DIALOG(R) File 350:Derwent WPIX

(c) 2003 Thomson Derwent. All rts. reserv.

013837636 **Image available**

WPI Acc No: 2001-321848/200134

XRPX Acc No: N01-231457

Assembly structure for rear wheel cross member of vehicle, has lower stopper having central portion and longitudinal extension fastened to vehicle side member

Patent Assignee: HYUNDAI MOTOR CO LTD (HYUN-N); GENDAI JODOSHA KK (GEND-N)

Inventor: BAE H; BAE H J

Number of Countries: 003 Number of Patents: 003

Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week
JP 2001080540	A	20010327	JP 200037704	A	20000216	200134 B
DE 10011033	A1	20010419	DE 1011033	A	20000307	200134
KR 2001019320	A	20010315	KR 9935666	A	19990826	200157

Priority Applications (No Type Date): KR 9935666 A 19990826

Patent Details:

Patent No	Kind	Lan	Pg	Main IPC	Filing Notes
JP 2001080540	A		4	B62D-021/00	
DE 10011033	A1			B62D-021/02	
KR 2001019320	A			B60G-009/00	

Abstract (Basic): JP 2001080540 A

NOVELTY - A lower stopper (50) forms a central portion (88) and a longitudinal extension (58) fastened to the vehicle body side member, and a lateral extension (60) fastened to an inner side seal in the vehicle body. The extensions project outward from the central portion. The longitudinal extension is parallel to the vehicle length, while the lateral extension is parallel to the vehicle width.

USE - For assembling rear wheel cross member to vehicle body.

ADVANTAGE - Increases cross member support rigidity and endurance. Provides stability and riding comfort to vehicle driver even when driver steers vehicle over e.g. steep road.

DESCRIPTION OF DRAWING(S) - The figure shows the plan view of a lower stopper used for the rear wheel assembly structure.

Lower stopper (50)

Longitudinal extension (58)

Lateral extension (60)

Central portion (88)

pp; 4 DwgNo 8/12

Title Terms: ASSEMBLE; STRUCTURE; REAR; WHEEL; CROSS; MEMBER; VEHICLE; LOWER; STOPPER; CENTRAL; PORTION; LONGITUDE; EXTEND; FASTEN; VEHICLE; SIDE; MEMBER

Derwent Class: Q12; Q22

International Patent Class (Main): B60G-009/00; B62D-021/00 ; B62D-021/02

International Patent Class (Additional): B60G-003/06; B60G-007/02;

B62D-021/11; B62D-025/20

File Segment: EngPI

9/5/4 (Item 4 from file: 350)

DIALOG(R) File 350:Derwent WPIX

(c) 2003 Thomson Derwent. All rts. reserv.

013354223 **Image available**

WPI Acc No: 2000-526162/200048

XRPX Acc No: N00-389017

Vehicle body structure for automotive vehicle, has auxiliary frame at upper portion of floor tunnel, which extends along vehicle center

line, between front and rear, left and right side frames to define
U-shaped cross sectional structure

Patent Assignee: HONDA GIKEN KOGYO KK (HOND); HONDA MOTOR CO LTD (HOND)
Inventor: KIMURA K; OKAMOTO Y; TAKAI A; TOMIZAWA T; TOYAO H; TSUKAMOTO S
Number of Countries: 028 Number of Patents: 005

Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week
EP 1029773	A2	20000823	EP 2000101863	A	20000131	200048 B
CA 2296774	A1	20000819	CA 2296774	A	20000121	200053
JP 2000238667	A	20000905	JP 9942287	A	19990219	200057
US 6270153	B1	20010807	US 2000497229	A	20000203	200147
JP 3357006	B2	20021216	JP 9942287	A	19990219	200302

Priority Applications (No Type Date): JP 9942287 A 19990219

Patent Details:

Patent No	Kind	Lan	Pg	Main IPC	Filing Notes
EP 1029773	A2	E	15	B62D-021/06	
Designated States (Regional): AL AT BE CH CY DE DK ES FI FR GB GR IE IT					
LI LT LU LV MC MK NL PT RO SE SI					
CA 2296774	A1	E		B62D-021/00	
JP 2000238667	A		8	B62D-025/20	
US 6270153	B1			B62D-023/00	
JP 3357006	B2		8	B62D-025/20	Previous Publ. patent JP 2000238667

Abstract (Basic): EP 1029773 A2

NOVELTY - The structure has a floor tunnel extending along the longitudinal center line of the vehicle body (10), between front and rear, left and right side frames (21, 26) and define a bottom-opened U-shaped cross sectional structure. Auxiliary frames (52) are provided at the floor tunnel upper portion and define a closed cross-sectional annular structure, when joined to front and rear side frames, via extensions (53, 54).

DETAILED DESCRIPTION - The structure has left and right, front and rear side frames at the respective vehicle body front and rear portions to hold the longitudinal center line of the vehicle body between them. Left and right floor frames (27) and side sills (23) are provided to hold the longitudinal center line of the vehicle body between them. The side frames and at least one sill and floor frame are connected to each other.

USE - For automotive vehicle.

ADVANTAGE - The vehicle body rigidity is increased while the increase in weight is suppressed. When collision energy is applied to the front portion of the vehicle body, the energy is transmitted from the front side frames to the rear side frames, via the auxiliary frame which are placed at the same level, the energy so applied can be efficiently absorbed by the entirety of those respective constituent members.

DESCRIPTION OF DRAWING(S) - The figure shows a conceptual view of the vehicle body structure.

Vehicle body (10)
Front left and right side frames (21)
Left and right side sills (23)
Left and right floor frames (27)
Rear left and right side frames (26)
Auxiliary frames (52)
Extensions (53, 54)
pp; 15 DwgNo 1A/9

Title Terms: VEHICLE; BODY; STRUCTURE; AUTOMOTIVE; VEHICLE; AUXILIARY;
FRAME; UPPER; PORTION; FLOOR; TUNNEL; EXTEND; VEHICLE; LINE; FRONT; REAR;
LEFT; RIGHT; SIDE; FRAME; DEFINE; SHAPE; CROSS; SECTION; STRUCTURE
Derwent Class: Q22

International Patent Class (Main): B62D-021/00 ; B62D-021/06; B62D-023/00;
B62D-025/20
International Patent Class (Additional): B62D-021/02; B62D-021/07;
B62D-021/10
File Segment: EngPI

9/5/5 . (Item 5 from file: 350)
DIALOG(R)File 350:Derwent WPIX
(c) 2003 Thomson Derwent. All rts. reserv.

012505917 **Image available**
WPI Acc No: 1999-312022/199926
XRPX Acc No: N99-233013

Vehicle bed extender e.g. for pickup truck has rear panel with its
inner edge hinged to the outer border of the tailgate

Patent Assignee: WOLD R G (WOLD-I)

Inventor: WOLD R G

Number of Countries: 003 Number of Patents: 004

Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week
US 5902000	A	19990511	US 97823144	A	19970325	199926 B
CA 2233008	A	19980925	CA 2233008	A	19980324	199928
MX 9802305	A1	19990401	MX 982305	A	19980324	200055
CA 2233008	C	20011204	CA 2233008	A	19980324	200203

Priority Applications (No Type Date): US 97823144 A 19970325

Patent Details:

Patent No	Kind	Lan	Pg	Main IPC	Filing Notes
US 5902000	A		9	B62D-033/08	
CA 2233008	A			B62D-033/02	
MX 9802305	A1			B62D-021/00	
CA 2233008	C	E		B62D-033/02	

Abstract (Basic): US 5902000 A

NOVELTY - The extender (1) has a rear panel (5), the inner edge of which is hinged (9) to the outer border of the tailgate (2). Side panels (4) are provided, the bottom edges of which are hinged to the side border of the tailgate and the outer edges are releasably hinged to the outer edge of the rear panel by a single hinge (8). The side panels have a diagonal spring tension hinge (6) that folds inwardly when the rear panel is pushed toward the tailgate.

USE - For extending the length of beds of trucks and other vehicles.

ADVANTAGE - It can be constructed on the inner surface of a tailgate in the original manufacture of a vehicle or as a unit attachable to the tailgate of existing vehicles.

DESCRIPTION OF DRAWING(S) - The figure shows a perspective view of the vehicle bed extender in the open position.

extender (1)
tailgate (2)
side panels (4)
rear panels (5)
hinges (6,8,9)
pp; 9 DwgNo 2/11

Title Terms: VEHICLE; BED; EXTEND; TRUCK; REAR; PANEL; INNER; EDGE; HINGE;
OUTER; BORDER; TAILGATE

Derwent Class: Q22

International Patent Class (Main): B62D-021/00 ; B62D-033/02; B62D-033/08
File Segment: EngPI

9/5/6 (Item 6 from file: 350)
DIALOG(R) File 350:Derwent WPIX
(c) 2003 Thomson Derwent. All rts. reserv.

011491470 **Image available**
WPI Acc No: 1997-469375/199743
XRPX Acc No: N97-391654

Device for fitting on bus frame - has stand on which two side beams of frame extending in vehicle longitudinal direction are spaced apart and joined to frame cross beams

Patent Assignee: SCANIA CV AB (SCAN-N)
Inventor: GUSTAVSSON R; KARLSSON B
Number of Countries: 018 Number of Patents: 002
Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week
SE 505456	C2	19970901	SE 963144	A	19960830	199743 B
WO 9808658	A1	19980305	WO 97SE1428	A	19970828	199816

Priority Applications (No Type Date): SE 963144 A 19960830

Patent Details:

Patent No	Kind	Lan	Pg	Main IPC	Filing Notes
SE 505456	C2		9	B25H-001/10	
WO 9808658	A1	E	13	B25H-005/00	

Designated States (National): BR
Designated States (Regional): AT BE CH DE DK ES FI FR GB GR IE IT LU MC NL PT SE

Abstract (Basic): SE 505456 C

Clamping components (22-24,31) clamp two side beams on a stand. The stand has at least two support components (31) for each side beam. These support components are fitted displaceably in a direction at right-angles to the longitudinal direction of the side beams.

The side beams can be pushed apart to an outer position where their mutual spacing exceeds the length of the longest cross beam. They can also be pushed together to an inner position where their mutual spacing corresponds to the appropriate distance in the vehicle frame. The stand is provided with at least one clamping component for each cross beam, whereby the cross beams can be fixed in the mutual corresponding positions.

ADVANTAGE - Is simple and flexible. It can be simply adapted for use with several types of frame.

Dwg.2/3

Title Terms: DEVICE; FIT; BUS; FRAME; STAND; TWO; SIDE; BEAM; FRAME; EXTEND ; VEHICLE; LONGITUDE; DIRECTION; SPACE; APART; JOIN; FRAME; CROSS; BEAM

Derwent Class: P62; Q22

International Patent Class (Main): B25H-001/10; B25H-005/00

International Patent Class (Additional): B25B-011/02; B62D-021/00 ;

B62D-065/00

File Segment: EngPI

9/5/7 (Item 7 from file: 350)
DIALOG(R) File 350:Derwent WPIX
(c) 2003 Thomson Derwent. All rts. reserv.

003606876
WPI Acc No: 1983-F5074K/198317
XRPX Acc No: N83-071690

Road marking vehicle with extendable chassis - comprises tubular form chassis made in two halves, joined together telescopically

Patent Assignee: HOFMANN W MASCH (HOFM-N)

Inventor: HOFMANN F

Number of Countries: 001 Number of Patents: 001

Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week
DE 3140338	A	19830421				198317 B

Priority Applications (No Type Date): DE 3140338 A 19811010

Patent Details:

Patent No	Kind	Lan	Pg	Main IPC	Filing Notes
DE 3140338	A		12		

Abstract (Basic): DE 3140338 A

The vehicle for marking roads has a chassis whose length can be adjusted to suit the equipment fitted to it and consists of a front frame (13) to carry the road marking equipment and a rear frame (14) carrying the vehicle engine (12). The frames are tubular so that one fits inside the other to make the chassis telescopic.

This allows the chassis to be lengthened to allow for carrying additional containers or equipment. To compensate for the extension of the chassis, the steering column (20) is also telescopic. This enables the user to extend or shorten the vehicle simply without having to cut the frame in two and weld the extended or shortened frame together.

1/3

Title Terms: ROAD; MARK; VEHICLE; EXTEND; CHASSIS; COMPRISE; TUBE; FORM; CHASSIS; MADE; TWO; HALVES; JOIN; TELESCOPE

Derwent Class: Q22; Q41

International Patent Class (Additional): B62D-021/00 ; E01C-023/16

File Segment: EngPI

9/5/8 (Item 8 from file: 350)

DIALOG(R) File 350:Derwent WPIX

(c) 2003 Thomson Derwent. All rts. reserv.

001293349

WPI Acc No: 1975-H7262W/197530

Ramp extension for articulated lorry unit frame - has side-rail mounted plate with sloping flange at rear end

Patent Assignee: MIDLAND ROSS CORP (MIDR)

Number of Countries: 001 Number of Patents: 001

Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week
US 3894749	A	19750715				197530 B

Priority Applications (No Type Date): US 74477909 A 19740610

Abstract (Basic): US 3894749 A

Detachable frame-rail ramp extensions are provided in pairs for mounting on rear end portions of the two side rails of a truck frame. Each ramp extension may be formed of a simple one-piece steel stamping and comprises a quadrilateral wall which, in reference to its operative position, has a front vertical edge, top and bottom generally parallel edges of which the bottom edge is substantially longer than the top edge, and a rear edge sloping rearwardly from the rear end of the top edge to the rear end of the bottom edge. A flange joined continuously with the top and rear edges forms the ramp portion of the extension. A lower flange contiguous with the lower edge of the wall may join with the lower rear end of the first name flange.

Title Terms: RAMP; EXTEND; ARTICULATE; LORRY; UNIT; FRAME; SIDE; RAIL; MOUNT; PLATE; SLOPE; FLANGE; REAR; END

Derwent Class: Q22
International Patent Class (Additional): B62D-021/00
File Segment: EngPI